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NATIONAL AIR TRANSPORTATION ASSOCIATION is concerned about a proposed advisory circular that the association said "will eliminate the carriage of cargo in general aviation transport category airplanes by setting excessive and unreasonable standards for compartment capacities, location and emergency exit availability." NATA said that although the stated purpose of the AC is to provide "guidance" for operators of aircraft with Class A cargo compartments, it charged that "in reality, the draft AC establishes guidance that is totally unworkable and places the entire Part 135 cargo fleet in jeopardy of being grounded." The association said the AC restricts the size of cargo compartments and specifies that continued operation of aircraft with cargo and cargo/passenger configurations "are unsafe unless certain additional fire precautions are taken." In a message to its members, NATA said it is attempting to get FAA to modify the AC before it is adopted.

FEDERAL AVIATION ADMINISTRATION revised the airworthiness directive on Piper Malibu aircraft, lifting the prohibition on flights in instrument meteorological conditions *(BA, April 22/171)*. The revised AD, issued late on April 19, permits flight in IFR conditions but states that "flight into known or forecasted ice, thunderstorms, moderate or severe turbulence is prohibited." FAA said the change "maintains the same level of aircraft safety and allows for improved usage and operation of the airplane fleet."

HOUSE MINORITY WHIP Newt Gingrich (R-Ga.) last week warned that FAA must move at a faster pace with the modernization of the air traffic control system to avoid further deterioration. He said at an Aero Club luncheon that "the current structure of federal procurement makes it almost impossible to effectively manage the [ATC] system." He added that general aviation should be particularly concerned about the modernization effort because if the skies become over-congested, "guess who's going to be squeezed out first."

BRAZILIAN AIRCRAFT MANUFACTURER Embraer encountered major financial difficulties last year, reporting a net loss of just over 45 billion cruzeiros – about $494 million – compared with a net profit the previous year of 9.57 billion new cruzados (about $105 million), Brazil's currency prior to March 1990. The manufacturer said its capital structure had deteriorated because of excessive short-term bank financing to develop new aircraft.

THE "ARKANSAS SEAT" on the National Transportation Safety Board would be retained if President Bush's nomination of John A. Hammerschmidt to succeed James Burnett is approved by the Senate *(see related article on Page 177)*. Burnett, who was a traffic court judge in Arkansas, has been an NTSB member or chairman since December of 1981. Approval of the Hammerschmidt nomination would ensure an NTSB seat for someone with Arkansas connections for another five years and also would give NTSB two members who have a close relative or spouse serving in the House of Representatives. Hammerschmidt is the son of veteran legislator John P. Hammerschmidt (R-Ark.) and Susan Coughlin is the wife of Rep. Lawrence Coughlin (R-Pa.).

THE SENIOR HAMMERSCHMIDT, who is the ranking minority member on the House Public Works and Transportation Committee, introduced legislation last week that would permit airports to collect higher landing fees during peak hours. Legislation, H.R.2037, stipulates that those fees may "only be imposed on a nondiscriminatory basis." Bill establishes a three-year trial period for peak-hour fees, after which time DOT would be instructed to report to Congress on the results of the demonstration program.

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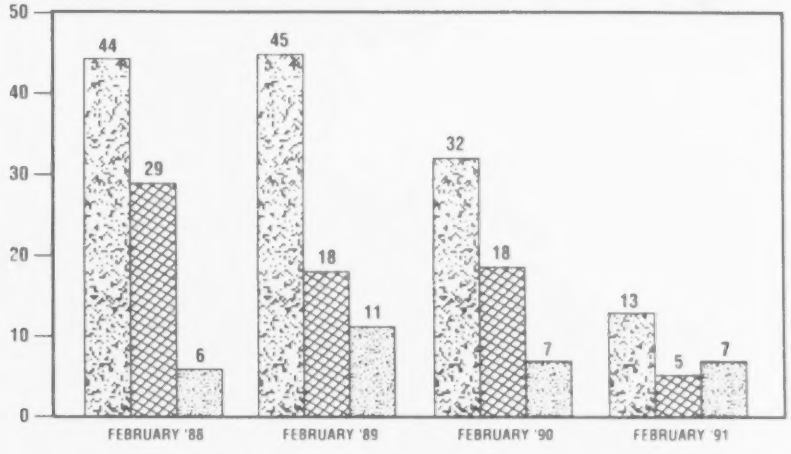
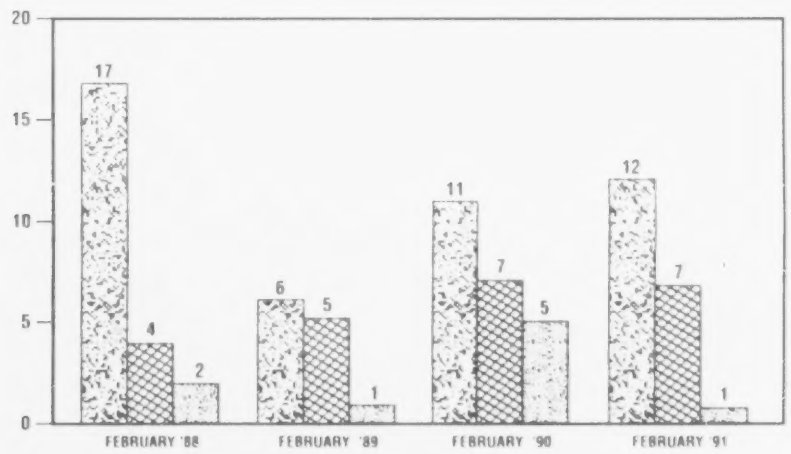
USED RETAIL JET DELIVERIES – NORTH AMERICA



FOR FEBRUARY OF 1991

LIGHT MEDIUM HEAVY

USED RETAIL JET DELIVERIES – OUTSIDE NORTH AMERICA



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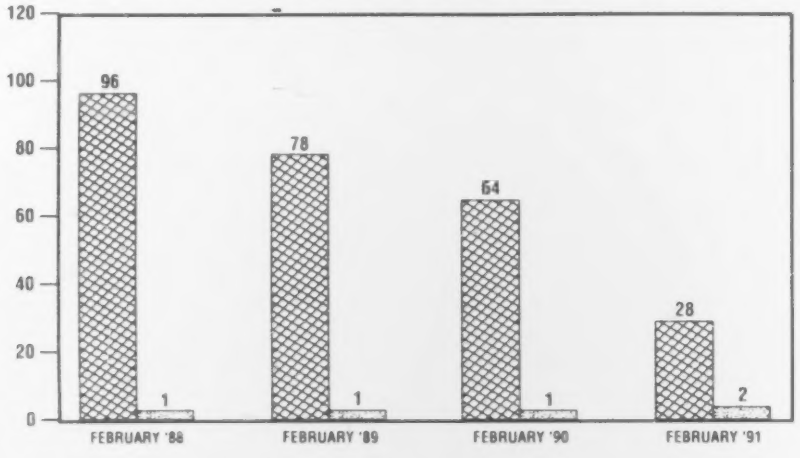

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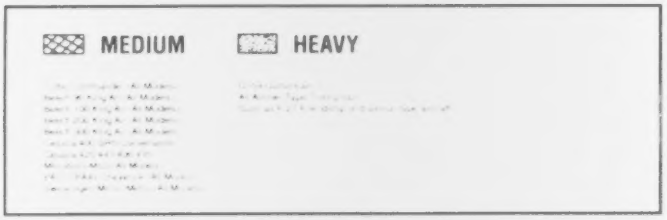

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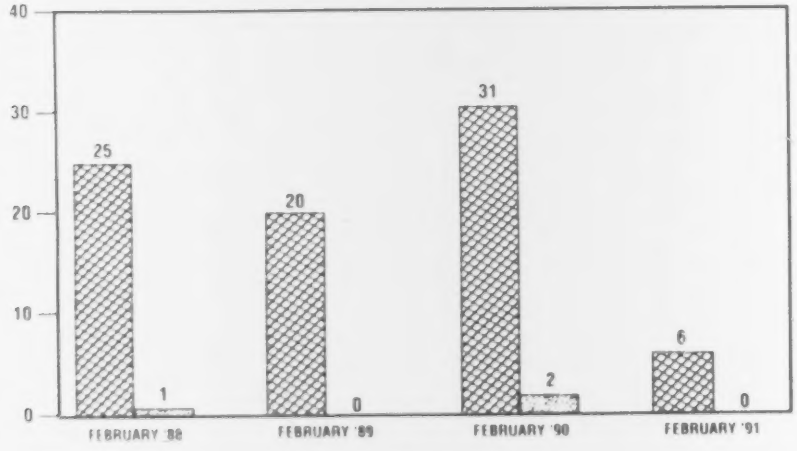

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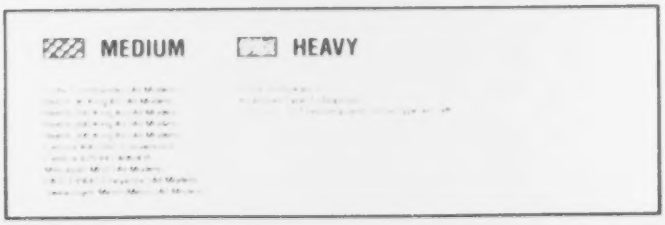

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